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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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MANUFACTURER

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1. In late 1952, about 16 W 2/300 type Diesel engines, which had been delivered to the State Geological Commission (SGK) from the USSR for Uralmash petroleum boring installations, could no longer be used because of lack of spare parts. Other boring installations were also expected to discontinue operating since, in spite of acknowledged priority, only a very small quantity of most urgently needed spare parts had been delivered from the USSR. Source learned, for example, that the delivery of 4 complete engines which had been ordered in the USSR was not to be made until the fourth quarter of 1953. All efforts by the SGK to obtain suitable spare parts from motor works in East Germany had failed because of shortages of steel in certain qualities.
2. The SGK chairman who had filed an application with the Soviet motor transport headquarters in Karlsorst succeeded in obtaining from Soviet stocks part of the spare parts required, since the W 2/300 type engines were also used in Soviet T 34 tanks.
3. On 11 May 1953, the possibility of making available to the SGK spares from KVP stocks was discussed at a conference held at the office of Koppatsch (fmu), who, source believed, was chief of the motor transport department of the Ministry of the Interior. It was decided to release immediately two complete W 2/300 type engines on loan and, in about 4 weeks, 2 others to eliminate the bottlenecks in the field of petroleum production.

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